

STATUS OF SALT FLITCHED HALIBUT THE PACIFIC COD SITUATION

Protest Made Against Payment of Duty on Shipment From Canada

Consignee Claims It Should Be Ad- mitted Free As Green or Raw Fish.

The question of whether flitched halibut can be imported free of duty under the new tariff law will shortly be settled by the Board of United States General Appraisers who will review the protest made by Percy C. Parkhurst of this city, against the levying of duty upon a carload of flitched halibut recently consigned to him.

The Canadian Fish & Cold Storage Company, Ltd., of Prince Rupert, B. C., consigned a car of salt flitched halibut to Mr. Parkhurst, January 10 of the present year, which arrived about the middle of February. The car was entered at Richford, Vermont, and a duty of three-fourths of a cent per pound was assessed and paid. The car contained 30,000 thick No. 1 flitches, which were sold to William H. Wonson & Son at nine and one-half cents a pound.

The consignee, believing that all raw or green salt fish is intended to be ad-

mitted free under the new tariff, filed a protest against the assessment of the duty by the collector of customs at Richford, Vermont, February 18. The protest was based on Paragraph 483 of the tariff of 1913, supported by Treasury Decision 24,688.

The matter was taken up by Congressman Gardner with Assistant Secretary Hamlin of the treasury department at Washington and the protest will be reviewed by the Board of United States General Appraisers.

The decision of the board which will be awaited with much interest will be an important one, since Gloucester does not produce flitched halibut enough to supply the market and an open market will naturally mean large shipments here and elsewhere.

It is contended that flitched halibut is as much, if not more of a green or raw fish food product than whole codfish. Flitched halibut is never consumed until cured and smoked, but green cod are often eaten or consumed by cooking in practically the raw state. Neither is flitched halibut skinned.

Halibut Schooner Constance on Maiden Trip.

The halibut sch. Constance, which was launched January 15 at the yard of John Strand, Ballard, had her trial trip on February 21 and made an average speed of nine and one-half knots. The vessel has capacity for 100,000 pounds of halibut and is owned by the Mutual Fish Company, of Seattle. She is equipped with a 140 horsepower Corliss engine. Her fuel tanks will carry 7000 gallons of gasoline, giving the vessel a navigating radius of 3600 miles. The Constance left on February 23 on her maiden trip to the Alaska banks, in command of Capt. George C. Stevens, who was formerly well known in connection with the fisheries of Nova Scotia.

Mch. 19.

Portland Fishing News.

Some good sized fish fares were landed here Tuesday by vessels of the local fleet, the banner catch being that of the schooner Wesley Sennett, she having 25,000 pounds, the Mineola and Lochinvar each having about 15,000 pounds. The market is now better supplied than it has been for some time and prices are considerably lower.

Information has been received that the Portland schooners Hockomock and Marjie Turner, which have spent the winter on the Florida coast engaged in bluefishing, will shortly be coming this way again. According to reports received from some of the crew the local schooners have done fairly well, much better indeed than a majority of the fleet which went south from Gloucester in the fall. Bad weather along the coast has interfered greatly with the fishing, while the fish have been rather scarce, the result being that a number of the vessels have failed to make enough to pay for their outfit.

C. P. Overton of the Union Fish Company, writing to the Pacific Fisherman, says: "We are now in the midst of outfitting our fishing fleet for the summer fishing season of 1914. In addition to our usual supply from the Alaska fishing stations, which will be brought in by the power boat Golden State, now loading for her second cargo this year, we are outfitting two three-masted schooners, the Galilee and the Vega, heretofore operated by us, and have added to our sea fishing fleet this year the large three-masted sch. Sequoia, which has been altered from a lumber carrier into probably one of the best equipped fisherman that ever went out on the Pacific Coast. This class of vessel would not be at all attractive to the Atlantic coast fishermen, being of entirely different character from the small, trim, fast-sailing craft used on that coast, but for the long distances we must go to get our codfish, a vessel like this, carrying 24 dories and a crew of 44 men, with a capacity of from 400 to 500 tons of codfish, is from a standard of economy the best adapted for the conditions prevailing in the codfishing business on this coast.

"The loss of the sch. W. H. Dimond early in the season made no real difference in the codfish supply, but deferred the arrival of one cargo. Temporarily, the market is a little short, but with the demand falling off there has been noted some tendency to a weakening of prices; this in spite of the spurt in orders incident to the beginning of Lent. There seems to be ample fish on hand along the coast and already caught and warehoused in Alaska to supply all possible demands for this season. We have a larger fleet outfitted than for many years past, and the outlook is good for an actual overstock next fall. In fact, it looks now as if nothing but a very unusual shortage in the eastern catch could save us from an overloaded market, with a scramble to sell and low figures in September and October next.

"I note a little controversy in the eastern papers concerning the attempt to get eastern fishermen to emigrate to the west coast, and a letter from some agent of the Fishermen's Union in Seattle, printed in an eastern paper, attempts to dissuade eastern fishermen from emigrating to these comfortable and less dangerous fishing grounds, with the statement that the fishermen here are in oversupply; yet in the next sentence he states that the fishermen in Seattle are trying to hold the owners up for \$40 or \$50 per thousand for fish, which is just double the rate heretofore prevailing. Surely the eastern fishermen who reads this will see that with fishermen demanding double the pay they have had, there could be no great oversupply of men. In fact, where we could formally outfit eight large vessels from San Francisco with crews of good fishermen, it is now difficult if not impossible to properly man one good sized codfishing vessel at this port, and the custom has grown up of sending vessels to Puget Sound and the Alaska stations for men, with the result that each year sees a demand from the men for higher and still higher pay, which has to be met. The amount of money made by the cod fishermen on this coast during the

summer, as shown by figures heretofore published in this journal, are in excess of that made by fishermen in similar lines on the east coast, and really should prove very attractive to skilled fishermen now working out the Massachusetts fishing ports."

Alfred Greenbaum, of the Alaska Codfish Company, says: "Our sch. H. Dimond was wrecked February at Bird Island, about 40 miles from destination at Unga Island. She was loaded with provisions and supplies for the fishing station. We received a telegram that the vessel and crew were a total loss, but the crew was safe. To replace this vessel we have bought the sch. Allen A., which is now being loaded and will sail in a few days for the stations.

More Big Codfish.

The schooner W. M. Goodspeed landed at Boston this week a codfish which weighed when dressed 90 pounds. It was estimated by fishermen that it would have tipped the beam at 90 pounds easily just as it came from the water. These big steak cod are seldom caught today. It is on record that a mile or two shore from Long Island in Long Sound a Casco Bay fisherman on the same day caught two monster codfish, one weighing a little more than 90 pounds, and the other nearly 100. Rather a good day's work even when fishing was better than it is now. Portland Express Co. Advertiser.

TALK OF SCHOOL OF FISHERIES

It is expected that before long a school of fisheries will be established at the University of Washington. If the plans for one mature, the resulting school will be the first of its kind in the United States. It will be modeled to some extent on schools of this character at the University of Tokyo, Japan, and in France and Ireland. One of the important problems to be solved is a commercial standpoint will be transplanting of the Eastern oyster to the waters of the Pacific and Puget Sound. The Eastern oyster has been successfully grown here.

H. M. Smith, United States Commissioner of fisheries, is urging President Landes of the university to take this matter his most careful consideration. A convention of the fisheries interests is to be held in Seattle and the university expects to get definite suggestions as to the school which the fishing men should be established.

Sailed Salt Banking.

Sch. Annie M. Parker, Capt. H. Forbes, and sch. Athlete, Capt. J. Benham, sailed this morning for their fourth month salt banking. Sch. Olga, Capt. Albert Amero, last of the fleet will get away in a few days.

Signs of Mackerel Season Approaching. Sch. Ralph L. Hall, Capt. P. Hall, and sch. Arthur James, Capt. Archie Devine are being cleaned and painted below, before fitting for seining.

Sardine Season Opens.

The sardine season at Eastport, Me., will open in about two weeks, the announcement having just been made that the Sea Street plant of the American Can Company is to begin spring operations about April 1. This is good news for the several hundred employees who have been idle all winter.

Mch. 19.

Mch. 19 ONE HADDOCKER IN HERE TODAY

**Sch. Corona of Halibut Fleet
Also Home With a Fine
Catch.**

In addition to sch. Corona, from a contributing trip, sch. Esperanto, Capt. Hugh Quinlan, arrived here during the morning from a haddocking trip, having 60,000 pounds.

Down from Boston is sch. Catherine Burke, Capt. Daniel McDonald, with fresh and salt cod fare to take out here.

Yesterday's landings by the gill netters totalled 85,000 pounds, nearly all haddock. On account of the large shore arrivals, prices have dropped again on shore fish and all grades sold low today.

On account of high wind outside, none of the boats ventured out this morning.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Sunflower, gill netting, 3500 lbs. fresh fish.
Sch. Bryda F., gill netting, 1200 lbs. fresh fish.
Sch. Dolphin, gill netting, 1400 lbs. fresh fish.
Sch. Venture, gill netting, 2000 lbs. fresh fish.
Sch. Philomena, gill netting, 2000 lbs. fresh fish.
Sch. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 1500 lbs. fresh fish.
Sch. Seven Brothers, gill netting, 2000 lbs. fresh fish.
Sch. Ethel, gill netting, 2000 lbs. fresh fish.
Sch. Water Witch, gill netting, 3500 lbs. fresh fish.
Sch. Gertrude T., gill netting, 3500 lbs. fresh fish.
Sch. Orion, gill netting, 10,000 lbs. fresh fish.
Sch. Medomak, gill netting, 1400 lbs. fresh fish.
Sch. R. J. Killick, gill netting, 3000 lbs. fresh fish.
Sch. Sawyer, gill netting, 3500 lbs. fresh fish.
Sch. Esperanto, Brown's Bank, 60,000 lbs. fresh fish.
Sch. Catherine Burke, via Boston, 4000 lbs. fresh cod, 700 lbs. salt cod.
Sch. Smuggler, via Boston, 1500 lbs. fresh fish.
Sch. Mystery, gill netting, 2100 lbs. fresh fish.
Sch. Carrie and Mildred, gill netting, 1000 lbs. fresh fish.
Sch. Alice, gill netting, 1200 lbs. fresh fish.
Sch. Julia May, gill netting, 500 lbs. fresh fish.
Sch. Ibsen, gill netting, 800 lbs. fresh fish.
Sch. Evelyn H., gill netting, 3000 lbs. fresh fish.
Sch. Naomi Bruce, gill netting, 4000 lbs. fresh fish.
Sch. Robert and Edwin, gill netting, 1000 lbs. fresh fish.
Sch. Quoddy, gill netting, 1400 lbs. fresh fish.
Sch. Quartette, gill netting, 1000 lbs. fresh fish.

Str. Hugo, gill netting, 1800 lbs. fresh fish.
Str. Lorena, gill netting, 1700 lbs. fresh fish.
Str. James M. Gifford, gill netting, 10,000 lbs. fresh fish.
Str. Enterprise, gill netting, 4000 lbs. fresh fish.
Sch. Smuggler, via Boston.
Sch. W. M. Goodspeed, via Boston.
Sch. Manomet, shore.
Sch. Aloha, via Boston.

Vessels Sailed.

Sch. Athlete, salt trawl banking.
Sch. Annie M. Parker, salt trawl banking.
Sch. Waldo L. Stream, halibuting.
Sch. Ruth, haddocking.
Sch. Josephine DeCosta, haddocking.
Sch. Tacoma, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.
Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3½c per lb.
Fresh halibut, 12c per lb. for white; 9c for gray.

Another N. F. Banker.

Sch. Cecil L. Shave sailed for Newfoundland on Sunday. This vessel was recently launched from the McGill Estate shipyard and is owned by Newfoundland parties. She presented a very pretty sight sailing down the harbor.—Shelburne Gazette.

Broke Main Gaff.

Sch. Smuggler came down from Boston this morning. The Smuggler has a broken main gaff.

Maine Sardine Factory Burns.

Fire which ruined a sardine factory early yesterday endangered other property at South Portland, Me. A high wind carried the sparks for a considerable distance over a thickly settled district. The flames were controlled without spreading to other buildings.

Fish Dealer Dead.

Henry Haskell, member of the firm of Haskell & Company, Boston T wharf fish dealers died yesterday at the age of 50 years. The flags at the wharf are flying at half-mast this morning in honor to his memory.

REGULAR FLOOD OF BIG TRIPS

**T Wharf Has More Than It
Wants and Haddock
Drop to \$1.30.**

T wharf experienced a regular glut in fresh fish this morning, the continued heavy arrivals of yesterday and during the night giving the dealers more stock than they wanted, consequently some of the fares will be sent down here to split.

Outside of Capt. Daniel McDonald's big halibut trip, the largest off-shore arrivals in are schs. James W. Parker, 92,000 pounds; Valerie, 30,000 pounds; Conqueror, 76,000 pounds; Elsie, 55,000 pounds; Leonora Silveria, 38,000 pounds; Virginia, 46,000 pounds; Robert and Arthur, 61,000 pounds; Ralph Brown, 85,000 pounds; Jeanette, 65,000 pounds; Imperator, 80,000 pounds. Sch. Sylvania Capt. Jeffery Thomas, hails for the big fare of 105,000 pounds, the largest of the forenoon.

On account of the large amount of fish on hand, prices took another slump, wholesalers quoting \$1.30 to \$2.75 a hundred weight for haddock, \$2.75 for large and \$1.75 to \$2 for market cod, \$2.50 to \$5 for hake, \$2.10 to \$2.25 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. James W. Parker, 70,000 haddock, 19,000 cod, 1500 cusk, 1000 pollock.
Sch. Valerie, 25,000 haddock, 3000 cod, 2000 pollock.
Sch. Vanessa, 21,000 haddock, 4000 cod, 600 halibut.
Sch. Eleanora DeCosta, 18,000 haddock, 1500 cod.
Sch. Conqueror, 60,000 haddock, 14,000 cod, 2500 cusk.
Sch. Sylvania, 75,000 haddock, 25,000 cod, 5000 hake.
Sch. Catherine Burke, 29,000 cod, 7000 lbs. salt cod, 40,000 halibut.
Sch. Elsie, 40,000 haddock, 6000 cod, 9000 cusk.
Sch. Leonora Silveria, 26,000 haddock, 3000 cod, 7000 hake, 1000 cusk.
Sch. Virginia, 40,000 haddock, 5000 cod, 1500 cusk.
Sch. Robert and Arthur, 50,000 haddock, 11,000 cod.
Sch. Spray, 39,000 haddock, 10,000 cod, 700 lemon sole.
Sch. Ralph Brown, 70,000 haddock, 15,000 cod, 1000 halibut.
Sch. Jeanette, 50,000 haddock, 15,000 cod, 600 cusk.
Sch. Imperator, 70,000 haddock, 1700 cod, 7000 cusk, 1000 pollock.
Sch. Progress, 24,000 haddock, 1500 cod, 1500 hake.
Sch. Buema, 25,000 haddock.
Sch. Flavilla, 2400 haddock, 4900 cod, 2000 cusk.
Sch. Pearl, 400 cod.
Haddock, \$1.30 to \$2.75 per cwt.; large cod, \$2.75; market cod, \$1.75 to \$2; hake, \$2.50 to \$5; pollock, \$2.10 to \$2.25; cusk, \$1.50; halibut, 10c for white and 8c for gray.

NARROW ESCAPE FOR GILL NETTERS

**Two of Crew of Str. Jas. M.
Gifford Nearly Swept
Overboard.**

Two of the gill net fishermen, William Fowles and Stephen Smith, of the steamer James M. Gifford, had a narrow escape from being swept overboard and rowed yesterday afternoon. Only prompt work on the part of themselves and their mates saved them from being swept into the sea, and probably lost.

The Gifford which is the largest of the local gill netting fleet had completed hauling her nets and was just starting to set when the accident happened. Smith and Fowles were attempting out the buoys and the sea was running pretty heavy at the time.

An extra heavy sea without warning swept over the stern and put it under water, while the water was nearly to the armpits of the two men. They managed to grasp something stationary and hold on until the sea receded. Both got into dry clothes and neither has experienced any ill effects from the accident, both being at work as usual today.

SHALL FISHERIES NOW BE LOOTED?

The question of whether we shall allow the fisheries to be looted, is now before Congress. The steam trawl is the implement by which those who would get rich quick by devastating the depths of the ocean, are at work. By it, the very bottom of the ocean is scraped. Big fish and little fish are taken aboard the ship and the little fish are thrown back dead. It has been estimated that in about 30 years the steam trawl will have finished up the fishing industry, whereas, if the older methods of hook and line are used, the fisheries will last forever. In the future of the race, fish should play an important part on the bill of fare of the poorer people of the world. Fish is cheaper than meat, but it is quite as nourishing. Congressman Gardner and the others, who are fighting against the steam trawl, are really fighting to reduce the food bill of the next generation. More power to them in the fight.—Boston Advertiser Editorial.

Missionary Launch to Work Among Fishermen.

The Baptist Association of the northwest is having built at the shipyards of John Hall, at Eagle Harbor, Wash., a 50-foot launch. This vessel will be named the Adventure, and will be powered with a 40-horsepower four-cycle Corliss engine. It will be used part of the time for religious work among the fishermen of Puget Sound.

Gov't Steamer to Locate New Halibut Grounds in Pacific

It is expected that the United States Bureau of Fisheries steamer Albatross will begin in April its search for halibut banks off the coasts of Washington and Oregon, says the Pacific Fisherman. This will not be the first time the Albatross has been detailed upon this work, for in 1888 and 1889 she covered the region in question with the same object in view as on the coming trip, the work having been undertaken at the request of fishermen and others who had heard rumors of banks lying off these coasts.

The coming survey of the Albatross may develop the fact that halibut are not to be found in abundance on these banks, and should this prove to be the case our fishermen need not feel discouraged, for enough has already been developed to indicate that the two states have immensely valuable fishing banks right at their doors, should the fishermen make an earnest effort to develop a market in this, and eastern sections for the many choice species known to inhabit these banks. San Francisco fishermen have grown rich catching practically the same species, and there is no reason why the fishermen of the Northwest Coast should not do the same.

In October, 1888, after the Albatross returned from a trip to Alaska, the work along the coast was taken up, and a general survey made, and this was repeated more in detail in June, 1889, and in August and early in September of the following year. The second investigation was made because halibut are usually in numbers on the Flattery bank only in the spring and early summer, and it was thought that the failure to find halibut in numbers in October of the previous year might have been due to their having the same migratory habit as the Flattery fish.

As a result of these three investigations the following banks were found and surveyed:

A small bank lying W. by S. (magnetic) 23 miles from Toke Point lighthouse, covering an area of 110 square miles with a least depth of 42 fathoms; bottom of sand, mud and rocky patches, over which the depths vary to the extent of a few fathoms.

A small bank or rocky patch lying SSW. 1-4 W. (magnetic), 19 miles from Yaquina lighthouse, Oregon. It covers an area of about 40 square miles the least water found being 42 fathoms; clay and mud bottom, with rough, rocky patches.

The most important was Heceta Bank, which lies S. W. 1-2 W. (magnetic), 35 miles from Heceta Head, Oregon, and covers an area of about 800 square miles. The least water, 41 fathoms, was found near its southern end, over a rough, rocky bottom. The fauna found on this bank very much resembles that found on the halibut banks in the Atlantic ocean.

Between Yaquina Head and Umpqua river, off the Oregon coast, lies a submarine plateau, triangular in form, with depths less than 100 fathoms, Heceta Bank marking its southwestern extremity.

The Albatross prospected on all these banks, using beam trawls, tangles, trawl lines and hand lines in the work. On the two first named banks tomcod, flounders, black cod, red rock cod, dog fish, skates and sharks were found, red rock cod being most abundant.

Three halibut were taken around Tillamook Rock, the largest number obtained at any one spot during the whole survey.

On Heceta Bank, in June, large numbers of red rock cod and orange rock cod, besides scattering specimens of yellow-tail, dogfish, etc., were found. Red rock cod and flounders were also plentiful towards the shore. In October of the previous year, one

halibut weighing 10 1-2 pounds, one black cod, one shark and one dogfish were taken.

The plateau between Yaquina Head and Umpqua River was found to be especially rich in flatfish, eight species of edible flounders, including the delicious deep-sea sole, being found here, and this will be an especially good ground for otter-trawling when a market is developed for these species.

The Albatross also settled the question of the existence of certain reputed banks.

At Astoria there was general belief in the existence of fishing banks 50 to 60 miles off the mouth of the Columbia River. The Albatross in October, 1888, found over six hundred fathoms where the banks were supposed to be.

A bank had been reported off Nes-tucca, Oregon with a depth of 12 fathoms 10 miles off shore. The Albatross found 15 fathoms one mile off shore, and this increased regularly to 70 fathoms eight to 10 miles off, where the bank was said to lie.

Several reported small banks off the Washington coast, between Cape Flattery and Grays Harbor, were also found to be non-existent.

Several efforts have been made to prosecute sea fisheries off the coasts of Oregon and Washington. In 1884 the Portland Deep-Sea Fishing Co., with headquarters at Portland, had the schooner Carrie B. Lake, of about 36 tons burden, engaged in line fishing just outside the mouth of the Columbia river. Captain John Exon, the master had formerly been engaged in beam trawling from Grimsby, and induced the company to procure two beam trawls from that city. The trawls were operated near the mouth of the Columbia and off Grays Harbor with equally good success, the catch comprising large hauls of sole, flounders, orange and red rock cod, and many other varieties of bottom fish. The fishery was successfully carried on during 1885. Unfortunately for the enterprise, on January 3, 1886, while on a fishing trip, the vessel and its master, mate and cook were lost. Later the steamer Dolphin was built and made 40 trips between April and October 1887, but she proved a failure. Her catch was fairly good, comprising sole, flounders, hake, cod, rock cod, halibut, crabs and large clams, sole predominating, and had she been

able to market her fish promptly the venture might have turned out profitably.

Late in 1888 the Yaquina Deep-Sea Fishing Co. of Yaquina Bay, Oregon, purchased the steam schooner George H. Chance, furnished her with all the then modern fishing apparatus and fished on Heceta Bank, but soon had to abandon the venture for the same reason as previously noted—lack of market for the catch.

Sporadic attempts have since been made, but with no profit. In 1912 the Oregon Coast Fishing Company, composed of Seattle and Portland men, opened a plant at Bay City, Oregon. Their fishing boat, the Vida, on her first trip, encountered a heavy storm, during which considerable damage was sustained, and the boat was withdrawn and the fishery abandoned, despite the fact that a fairly good catch was made.

As most of the harbors along these coasts are bar harbors, it is difficult to enter them in bad weather, and if the work is to be prosecuted successfully, it will be necessary to have vessels staunch enough to ride out the blows. Gale winds of rare occurrence during the summer, yet the coast winds, blowing constantly from northwest, keeps up a boisterous sea and strong currents. During the fall and winter southeasterly gales are frequent.

Swept to Death Unseen by Mates.

With the largest halibut fare of the winter, and rivaling Capt. Bob Wharton's big trip of yesterday, sch. Corona, Capt. Wallace Parsons, is here this morning from the Grand Banks with 45,000 pounds of the nicest kind of fish and 5000 pounds salt cod as well. At Boston yesterday afternoon, sch. Catherine Burke, Capt. Daniel McDonald, arrived, having 35,000 pounds of fresh halibut and 30,000 pounds fresh and 5000 pounds salt cod.

It was a sad home coming for the Corona's crew, nevertheless, her colors which floated at half-mast, indicating the loss of William Morrissey, one of the crew who was washed overboard on Green Bank, during the heavy blow of February 17.

Capt. Parsons has been under the weather himself most of the trip, but though very much improved, keenly feels the loss of Morrissey. It happened about 3 o'clock in the afternoon of February 17, while the vessel was hove to, that Morrissey was lost. The unfortunate man was standing forward alone and about an half hour later, when some of the men went forward to take in the jib, Morrissey was gone. It is supposed that he must have been washed overboard, for the seas were running mountainous high, the like of which some of the crew have rarely experienced before. The lost man was single and a native of Placentia, N. F.

The Corona is five weeks out and not until a week ago was she able to fish. The weather moderated and cleared within the short period of a week, and the big catch was secured. The largest haul on one set was 14,000 pounds.

On account of the big arrivals yesterday, halibut took a drop this morning, the Corona's trip selling to the New England Fish Company at nine cents a pound for white and seven cents for gray.

Sch. Catherine Burke at Boston yesterday disposed of her 40,000 pound fare at 10 cents for white and eight cents for gray. Capt. McDonald took his fare in "The Gully," securing a nice lot of cod also. The salt will be brought here.

At Portland this morning, is the sch. Natalie Hammond, Capt. Chas. Colson, with 10,000 pounds fresh halibut. They sold at nine cents for white and seven cents for gray.

South Seining Fleet is Small.

The south seining fleet this year will be small, in fact the smallest in the history of the fishery, the number known crafts to date that will be numbering an even dozen sail. It will be a late season and none of the vessels expect to get away before April 10, while most of them will sail even later.

Within a very few days, there will be the usual spring activity about the wharves, with the tarrers and scrapers at work, slicking up the fleet for readiness on their spring cruise.

Some of the later ones will make combined south and Cape Shore trips. They intend to take a look around the southward and then head toward

Nova Scotia to be there in time when the fish strike.

The vessels that will go south are as follows:

Sch. Rob Roy, Capt. Lemuel Firth.
Sch. Ralph L. Hall, Capt. Frank Hall.
Sch. Arthur James, Capt. Archibald Devine.
Sch. Benj. A. Smith, Capt. Martin Welch.
Sch. Lottie G. Merchant, Capt. Robert Webber.
Sch. Corsair, Capt. George G. Harty.
Sch. Marguerite Haskins, Capt. Robert Cameron.
Sch. Mary E. Harty, Capt. Ambrose Fleet.
Sch. Constellation, Capt. Charles Maguire.
Sch. Monarch, Capt. John Seary.
Sch. Saladin, Capt. John Matheson.
Sch. Pinta.

NEW CRAFT IS "SOME SAILER"

The new sch. Ralph Brown, Capt. Tony Brown, of this port, is at Boston today from her maiden trip, bringing 85,000 pounds fresh fish and 10,000 weight fresh halibut.

Capt. Brown says his new craft "some" sailer, and he is very much pleased with her. The vessel sailed on Georges and two weeks ago he had her mainboom. The crew effected temporary repairs and the craft finished the trip.

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Mch. 19

Mch. 19

Mch. 19 169

USE GILL NET "LIFTER" ALSO FOR TRAWLS.

Pacific Authority Believes "Iron Man" Will Soon Be Generally Used in Cod, Halibut and Salmon Fisheries of West Coast.

WRITING upon the subject of "New Methods in Pacific Coast Fisheries," John N. Cobb in the March issue of the Pacific Fisherman, the leading Pacific coast fishing organ, tells of some interesting experiments conducted with gill nets and the "net lifter," which he says will eventually prove of as much benefit to the salmon and halibut fisheries as cod fishing on the Pacific coast.

The writer predicts an extensive use of the "net lifter" in the future, thus going away with the use of dories and thereby diminishing the dangers of the fisherman at sea.

He writes: Some experiments were carried on by myself last summer, in the waters adjacent to Pirate Cove, in the Shumagin Islands, Alaska, which, while primarily for the benefit of the cod fisheries, may eventually prove of as great value to the salmon and halibut fisheries as to the former.

For a number of years gill netting for cod has been carried on in Ipswich Bay, Massachusetts, and at a few other places along the New England Coast, in a desultory manner, and with little profit to the fishermen. About three years ago the industry suddenly assumed a more important aspect, due to the appearance of Great Lakes fishermen in Gloucester, who proceeded to engage in gill netting for cod, haddock and pollock on a large scale. For some years these men have carried on in the Lakes important gill net fisheries for lake herring trout, and whitefish. Steam tugs have been almost universally employed and from five to 10 miles of netting set at one time. The use of this immense quantity of netting was made feasible by the employment of a patented power device known as a "net lifter" for hauling in the nets.

The "net lifter" is a circular machine fitted along the outer rim with a number of fingers. The mechanism operating these fingers moves on tracks, and is so arranged that the fingers take hold as they come opposite the rail of the vessel, and let go when they have completed about two-thirds of one complete revolution from the point where they first gripped. By this means the net is grasped by the fingers as it comes aboard and after being carried about two-thirds of the way around is released and allowed to drop on the deck. A framework extends from the lifter outboard, and at the outer end is a roller, while a sheet iron trough for the passage of the net and fish runs from the roller to and partially around the machine and rests upon the framework. The machine is operated either by a small gasoline engine or directly from the main engine.

The "net lifter" is generally set on the port side, forward of the fore rigging, although it will work when set on the starboard side, or when close to the fore rigging.

At my instance the Union Fish company, of San Francisco, with its usual progressiveness, purchased the necessary number of gill nets for an experiment on a moderate scale, a net lifter, and a 4 horse power Imperial engine to operate same.

The gill nets were 125 yards long each and made of 12-3 cord linen. A specially made line was used for head, foot and side lines. The nets were of 7 1-2 inch stretch mesh and were 15 meshes deep. The floats, which were made of white cedar, were 2 inches by 5 inches, and had been soaked a number of times in boiling linseed oil in order to make them waterproof. Fifty of these were used to the net and were hung from the cork line and not strung on, and were set opposite the floats.

As the nets were primarily for use during the winter season, when the spawning cod are on the the inshore banks, the work carried on during the summer was merely preliminary and mainly for the purpose of accustoming the men to their use.

Boxes with flaring tops, so that they would nest, were constructed, and in these the nets were stowed, with the lead line at one end and the cork line at the other; these boxes would hold about four nets each.

When ready to set the boxes were arranged on the after deck, and as the vessel steamed along the anchor, buoy and buoy line were thrown overboard, and the nets were then paid out by two men, one handling the cork line and the other the lead line. Another man bent on a new net when the previous one had almost run out. After all had been set they were held and marked by another anchor and buoy. The nets were set across the tide and as much as possible in the shape of a crescent.

In hauling in the net a great deal depends upon the captain. In order not to put too much strain upon the nets or the machine, the vessel should be kept as nearly as possible over the former, and in certain kinds of weather and at certain stages of the tides, this requires careful maneuvering on the part of the navigator.

The nets were set out in the evening and were taken up at as early an hour in the morning as possible, as the flesh of the cod will discolor if the fish are not bled soon after dying. Steaming up to the first buoy this was taken aboard. The buoy rope was then slipped under a couple of the raised fingers on the net lifter and the engine started. As soon as the fingers gripped the rope no further handling was necessary, except to coil it aft of the machine as it was reeled in at full speed. When the anchor appeared it was lifted aboard by hand and the head and foot lines of the net were then joined together, thus doubling the net over, and placed under the fingers and the engine started again. But few stops were necessary,

Cont'd above

and then only when a large skate would be found in the net, as the cod, halibut and other fish passed along the trough around the machine without any trouble. A man with a gaff was stationed just aft of the machine, and his duty was to gaff all fish insufficiently meshed and apt to fall out of the net as it was lifted from the water. Other men received the net from the machine, shook out the fish, and stowed the former back in the net boxes.

Ashore the nets were run onto large reels, and here they were dried and mended with a minimum of expense. The reels were so nicely adjusted that a child could turn one even when laden with four or five nets.

When in regular use it is the intention to have the nets divided up into three sets. One of these will be in the water, one will be aboard the vessel, while the other will be ashore. All mending and drying of nets will be done ashore, the fishermen having nothing to do with this part of the work.

Several skates of the line-trawl were also rigged up and the machine tested out on this form of apparatus. After baiting these skates were coiled on platforms about five feet long by about two and one-half feet wide. Placing

one of these at the stern of the vessel, an experienced man could pay out the line by means of two short sticks (the Norwegian method) and buoy was at each end of the line and it was set with the tide. The line was reeled in in the same manner as the gill nets and was found to work almost as well.

For the trawl experiments both 32 and 20 pound cotton tarred lines were used for the ground lines, while the gangions were of six pound tarred line. Untarred lines will probably answer the purpose even better. In the later experiments the gangions were about five feet apart, this being necessary, owing to the high rail of the vessel.

While the machine will work upon the codfish banks, either with gill nets or line trawl, it is probable that the principal use of the machine in the near future will be in the salmon and halibut fisheries of Alaska. With one of these machines placed upon the deck of a cannery tender a crew of not more than five or six men could set out and haul in from five to ten miles of gill netting in a working day, and do this in weather too rough for a Columbia river boat to live in. The gill nets at present in use could be changed at very little expense so as to work in the machine, and the work could be carried on much more cheaply than is the case under the present conditions. With the use of a large power vessel, gill netting could be carried on in the open bay or sea, if the owner so desired.

In the halibut fisheries the use of the lifter would permit of all the trawls fishing being done from the deck of the vessel, thus doing away with the dories, and with it fishing could be carried on except during the more violent storms.

Sold Wreck of Sch. Campbell.

The wrecked sch. Georgie Campbell, which stranded in the ice at Bay of Islands, N. F., several weeks ago and all her gear and outfit was sold at public auction yesterday by James Barry, agent for the underwriters.

Vancouver Landings.

The following halibut fares were landed at Vancouver in February:

| | lbs. |
|---|---------|
| Celestial Empire, Can. Fishing Co., Ltd., | 40,000 |
| Emma H., Can. Fishing Co., Ltd., | 18,000 |
| Flamingo, Can. Fishing Co., Ltd., | 71,000 |
| Carlotta G. Cox, Atlin Fisheries Ltd., | 70,000 |
| Celestial Empire, Can. Fishing Co., Ltd., | 45,000 |
| Pescawha, Can. Fishing Co., Ltd., | 20,000 |
| Emma H., Can. Fishing Co., Ltd., | 19,000 |
| Total, | 283,000 |

Mch. 20

Power Dories for Codfishing.

It is probable that in the very near future there will be a considerable increase in the number of power dories operated on the Alaska codfish banks. At present there are but two such dories in use—one by Nick Johnson of Hard Scratch, Unga Island which is fitted with a four-horsepower engine, and the other by Harry Hyland of Unga, which is fitted with a seven and one-half horsepower Ferro engine. A Grosvoid of Sand Point, has recently purchased a six-horsepower Corliss and it is reported that it will be installed in a codfishing dory. The Union Fish Company shipped several Evinrude engines north last fall, and these will likely be installed eventually in dories belonging to the fishermen. With power in their boats the fishermen will be enabled to go to and from the banks without having to wait for favorable winds as is the case at present.

Salt Fish Conditions.

Available stocks are very light for this time of year, and the market at New York, as elsewhere, is firm, says the Fishing Gazette. The Porto Rico market continues to be in a very unsatisfactory condition, but from other markets the demand is fair. The situation in Porto Rico is peculiar. The market is clearly showing that the demand there is not more than half what is usually taken at this season, and is out of proportion and sympathy with producing centres, as well as other consuming markets. Unnecessarily large consignments have been sent there, and it will be strange if exporters here continue to ship under present conditions. There have been no changes in price of consequence in this market beyond an advance on hake.

Shipbuilding Brisk at Lunenburg.

Shipbuilding is remarkably brisk at Lunenburg and the orders are piling in thick and fast. The impetus given this industry by the call for vessels to engage in the fresh fishing business, caused by the transfer of American firms to the Nova Scotian ports, is inducing the builders to get an extra hustle on. Smith & Rhuland, the reliable builders there, whose vessels have made names for themselves wherever sailed, have just laid the keels for two new schooners and have orders booked ahead for nearly a year.—Yarmouth Herald.